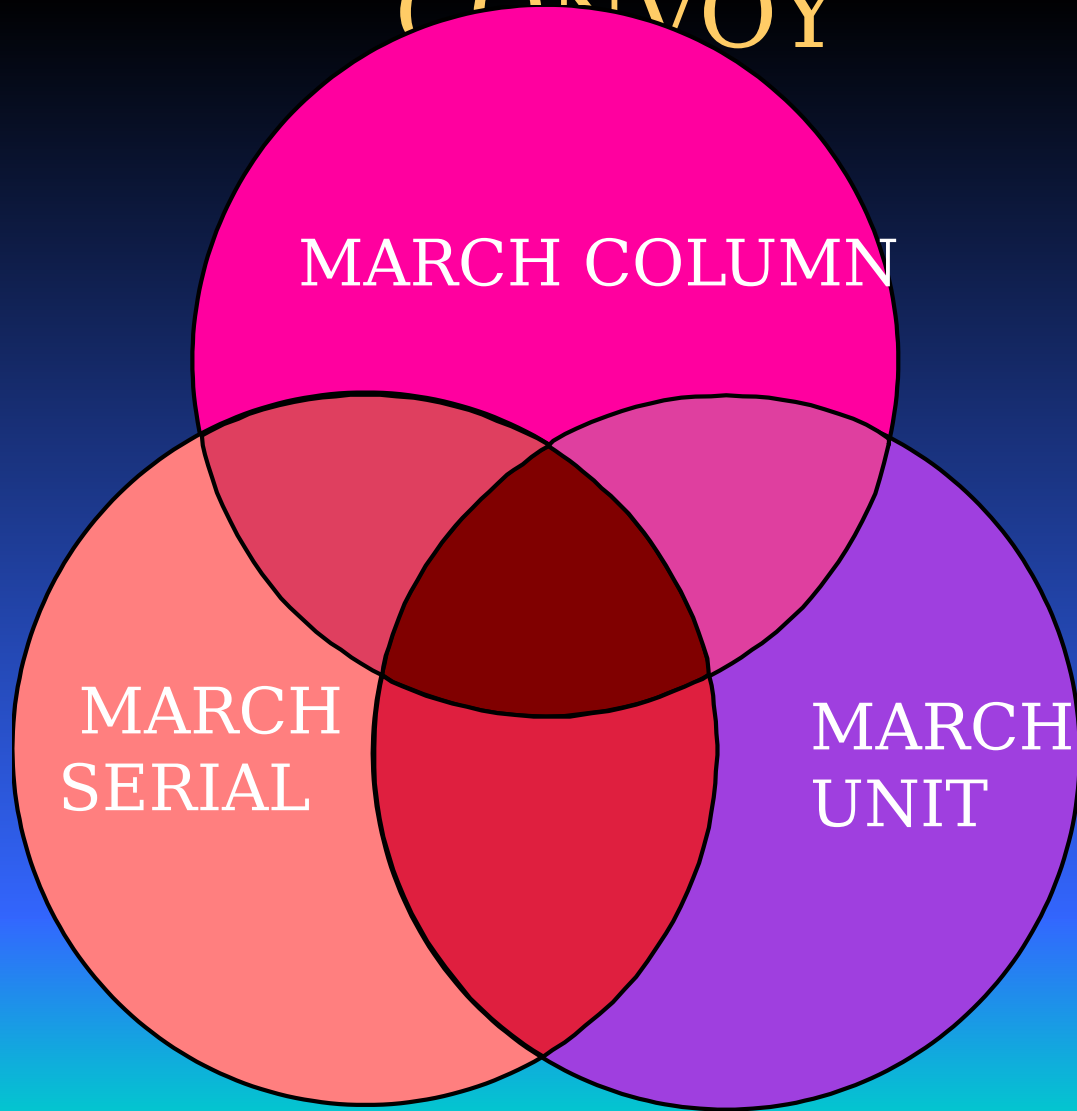


# CONVOY SECURITY

# THREE SUB-ELEMENTS OF A CONVOY



# MARCH COLUMN

- LARGEST SUBDIVISION OF A CONVOY
- CONSISTS OF ALL THE VEHICLES INVOLVED IN A SINGLE MOVE OVER THE SAME ROUTE
- BROKEN DOWN INTO: -HEAD -MAIN  
BODY -TRAIL -DETACHED PARTY



# MARCH SERIAL

- SUBDIVIDES A MARCH COLUMN
- MOVES OVER THE SAME ROUTE AT THE SAME RATE
- MOVES TO THE SAME NEW AREA AND IS UNDER ONE COMMAND

# MARCH UNIT

- AN ELEMENT OF A MARCH SERIAL
- SMALLEST ORGANIZED SUBGROUP OF THE CONVOY
- A SINGLE COMMANDER CAN CONTROL A COLUMN OF 20 VEHICLES OR LESS
- MARCH UNITS ARE USUALLY SEPARATED BY A TIME GAP OR INTERVAL

# CONVOY ORGANIZATIONAL ELEMENTS

MARCH COLUMN

SERIAL

SERIAL

MARCH UNIT

MARCH UNIT

MARCH UNIT

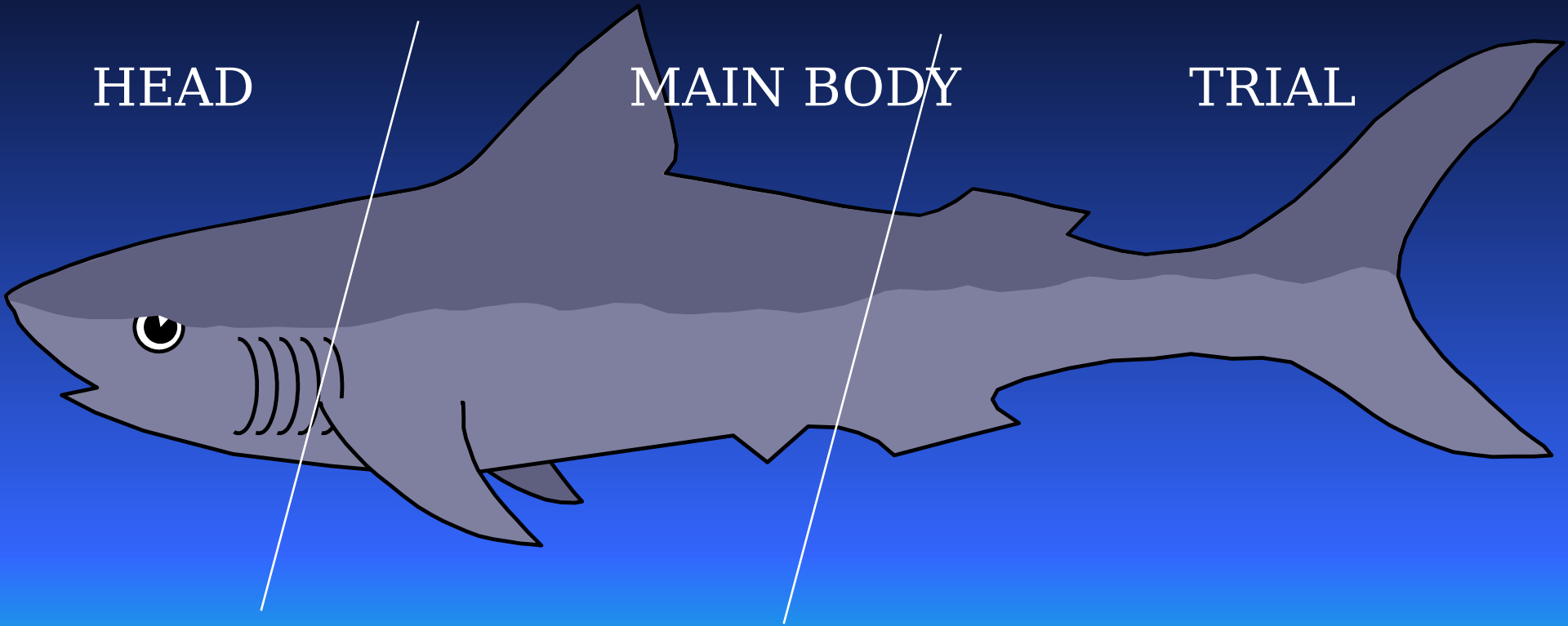


# THREE PARTS OF MARCH COLUMNS

HEAD

MAIN BODY

TRIAL





# HEAD

- THE FIRST TASK VEHICLE OF THE COLUMN IN THE ORDER OF MARCH
- SETS THE PACE
- INSURES PROPER ROUTE IS FOLLOWED
- RECEIVES CHANGES IN ORDERS





# MAIN BODY

- FOLLOWS IMMEDIATELY BEHIND THE PACE SETTER
- COSISTS OF VEHICLES CARRYING TROOPS, EQUIPMENT, AND/OR SUPPLIES
- LARGEST PART OF THE CONVOY, MAY BE SUBDIVIDED INTO SERIALS AND MARCH UNITS FOR EASIER REGULATION AND CONTROL

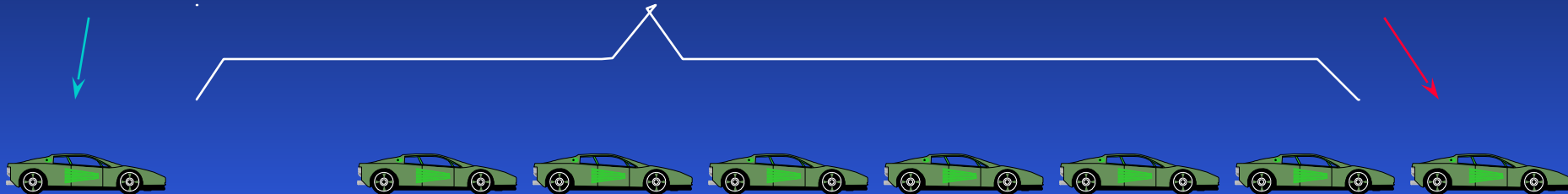
# TRAIL

- LAST VEHICLE OF A MARCH COLUMN
- MAINTAINS DISCIPLINE
- PREVENTS STRAGGLERS
- CHECKS FINAL CLEARANCE OF DESIGNATED POINTS
- USUALLY INCLUDES A MAINTENANCE TRUCK, WRECKER, AND MEDICAL SUPPORT

# CONVOY FUNCTIONAL ELEMENTS

TRAIL

MAIN BODY





# CONVOY CONTROL

- CONVOY COMMANDER
- SERIAL COMMANDERS
- SECURITY UNIT COMMANDER



# CONVOY SUPPORT COORDINATION

- MILITARY AND CIVILIAN POLICE
- MEDICAL
- ENGINEER
- AIR SUPPORT
- COMBAT ARMS
- MAINTENANCE AND RECOVERY



# PERSONNEL PREPARATIONS

- BILLETS
- TRANSPORTATION
- AMMUNITION
- PROTECTIVE EQUIPMENT
- REST HALTS
- SECURITY WITHIN STAGING AREAS  
AND AT HALTS
- BRIEFINGS

# EQUIPMENT PREPARATIONS

- SPOT CHECK PREVENTIVE MAINTENANCE CHECKS AND SERVICES (PMCS)
- ENSURE ADDITIONAL FUEL, WATER, AND LUBRICANTS ARE AVAILABLE
- FUNCTION CHECKS ON WEAPON SYSTEMS
- ENSURE VEHICLES ARE HARDENED
- ENSURE VEHICLES HAVE SAFETY AND WARNING EQUIPMENT

# CONVOY DRIVERS BRIEFINGS

- SITUATION

- FRIENDLY FORCES
- SUPPORT UNITS
- ENEMY

- SITUATION  
EXECUTION

- TIME SCHEDULE
- VEHICLE DISTANCE
- CONVOY SPEED
- SEPARATION OF CONVOY
- GENERAL ORGANIZATION OF CONVOYS
- ACCIDENTS
- BREAKDOWNS
- CATCHUP SPEED
- AMBUSH

- MISSION

- TYPE OF CARGO
- ORIGIN
- DESINATION



# CONVOY DRIVERS BRIEFING

- **COMMAND AND SIGNAL**

- **LOCATION OF CONVOY COMMANDER**
- **ACTION OF SECURITY FORCE**
- **SERIAL CDR'S RESPONSIBILITY**
- **RADIO FREQUENCIES AND CALL SIGNS**
- **HAND AND ARM SIGNALS**
- **OTHER PREARRANGED SIGNALS**

- **SAFETY**

- **ROUTE HAZARDS**
- **WEATHER CONDITIONS**
- **DEFENSIVE**

- **SERVICE AND SUPPORT**

- **CONTROL OF PERSONNEL**
- **BILLETING AND MESSING**
- **REFUELING OF VEHICLES**
- **SERVICING OF**

# TYPES OF CONVOY CONTROL

- ORGANIZATIONAL: EXERCISED BY THE CDR OF THE ORGANIZATION MAKING THE MOVE
- CDR ENSURES SUPERVISORS & DRIVERS OBEY:
  - RULES OF THE ROAD
  - TRAFFIC LAWS & REGULATIONS
  - SPEED LIMITS
  - TIME AND DISTANCE GAPS
  - SCHEDULES
  - MARCH DISCIPLINE

# TYPES OF CONVOY CONTROL (Cont.)

- AREA: EXERCISED BY THE CDR OF AN AREA THROUGH WHICH A CONVOY MIGHT PROCEED
- AREA CONTROL IS PLANNED BY THE APPROPRIATE TRAFFIC HQ FOR HIGHWAY REGULATION
- AREA CONTROL IS CARRIED OUT BY:
  - TRAFFIC CONTROL POSTS (TCP'S)
  - HIGHWAY REGULATION POINTS
  - MOBILE PATROLS

# TYPES OF COLUMN FORMATION

- OPEN COLUMN
- CLOSED COLUMN
- INFILTRATION

# OPEN COLUMN

- WHEN: DAYLIGHT
- DENSITY: 20 VEHICLES PER MILE                      12 VEHICLES PER KM
- SPEED: 15-20 MPH
- ADVANTAGES
  - LESS CHANCE OF ENEMY OBSERVATION OR ATTACK
  - CARGO MOVES FASTER
  - DRIVERS' FATIGUE IS REDUCED
  - FEWER ACCIDENT
  - FLEXIBLE
- DISADVANTAGES
  - COMMAND AND CONTROL IS DIFFICULT
  - PROPER VEHICLE PACING IS HARD TO KEEP

# CLOSED COLUMN

- WHEN: NIGHT, CONGESTED AREAS, OR POORLY MARKED AREAS
- DENSITY: 67 VEHICLES PER MILE  
40 VEHICLES PER KM
- SPEED: 10 MPH

# CLOSED COLUMN(CON'T)

- ADVANTAGES:
  - FULL TRAFFIC CAPABILITY OF THE ROAD CAN BE USED
  - CONTROL IS BETTER
  - FEWER GUIDES, ESCORTS, & ROUTE MARKERS ARE NEEDED

# CLOSED COLUMN(CON'T)

- DISADVANTAGES:
  - DISPERSION OF VEHICLES IS  
DIFFICULT
  - COLUMN IS EASILY DETECTED
  - REQUIRES CAREFUL SCHEDULING AND  
RIGID CONTROL TO AVOID  
BLOCKING AT INTERSECTIONS
  - CAUSES DRIVERS FATIGUE
  - MAY CAUSE CONGESTION AT POINT OF  
ARRIVAL



# INFILTRATION

- WHEN: DAYLIGHT, CONGESTED AREAS, HEAVY TRAFFIC CROSSES ROUTE, STRONG POSSIBILITY OF ENEMY
- DENSITY: 10 OR LESS PER HOUR
- SPEED: VARIOUS

# INFILTRATION (CON'T)

- ADVANTAGES:
  - PROVIDES MAXIMUM SECURITY AND DECEPTION
  - HIGH SPEEDS ARE POSSIBLE
  - OTHER TRAFFIC HAS LITTLE EFFECT ON INDIVIDUAL TRUCKS
  - DOES NOT HINDER CROSS TRAFFIC

# INFILTRATION (CON'T)

- DISADVANTAGES:
  - MORE TIME TO COMPLETE THE MOVE DUE TO SEPARATION
  - COLUMN CONTROL IS NEARLY IMPOSSIBLE
  - DRIVERS MAY GET LOST
  - LOGISTICS ARE HARD TO ARRANGE
  - VEHICLES MAY BUNCH UP
  - REQUIRES EXPERIENCED DRIVERS
  - DIFFICULT TO REDEPLOY AS A UNIT UNTIL ALL VEHICLES ARRIVE AT THE DESTINATION



# CONTROL METHODS

- START POINT
- RELEASE POINT
- HALTS



# START POINT

- THE PLACE WHERE THE CONVOY CDR ASSUMES CONTROL OF THE CONVOY
- THE POINT SHOULD BE EASILY IDENTIFIABLE
- THE CONVOY MUST CROSS THE START POINT AT THE EXACT TIME

# RELEASE POINT

- A RECOGNIZABLE POINT WHERE THE CONVOY PASSES AT THE PRESCRIBED RATE OF MARCH
- THE CONVOY COMMANDER RELINQUISHES CONTROL OF THE CONVOY

# HALTS

- HALTS AND REST AREAS SHOULD BE PLANNED AHEAD OF TIME AND SHOULD BE AT POINTS WHERE THE CONVOY CAN PULL OFF THE ROAD
- HALTS MAY BE ESTABLISHED FOR REST AND RELIEF, MAINTENANCE, MESSING, REFUELING, AND OVERNIGHT STOPS

# COMMAND AND CONTROL

- RADIO
- SOUND
- VISUAL SIGNALS
  - HAND AND ARM
  - PYROTECHNIC
  - PANEL MARKERS
  - STRIP MAP



# CONVOY SECURITY

- CONVOY ESCORT & SECURITY IS AN OPERATION IN WHICH MILITARY POLICE ARE DETAILED TO PROVIDE SECURITY AND MOVEMENTS TO A SPECIFIC GROUP OF VEHICLES

# AREA-ORIENTED SUPPORT

- EACH PLATOON ON THE CONVOY'S ROUTE SECURES THE CONVOY AS IT PASSES THROUGH THE PLATOON'S AO
- RESPONSIBILITY IS TRANSFERRED FROM ONE PLATOON TO ANOTHER AT A PREARRANGED LOCATION

# FUNCTIONAL-ORIENTED SUPPORT

- AN MP UNIT IS COMMITTED TO THE SPECIFIC MISSION, CONVOY ESCORT
- THE CONVOY IS ESCORTED BY THE UNIT FROM START TO FINISH, REGARDLESS OF THE AREAS IT PASSES THROUGH

# CONTROL MEASURES

- TO HELP THE CONVOY MOVE THROUGH THE AREA AS QUICKLY AS POSSIBLE, THE FOLLOWING CONTROL MEASURES SHOULD BE EMPLACED:
  - CHECKPOINTS AND TCP'S
  - INCREASE NBC PROTECTION
  - CONCENTRATE SECURITY AT CHOKE POINTS ALONG THE ROUTE

# RECON TEAMS

- IDENTIFY LIKELY TROUBLE AREAS AND AMBUSH SITES
- IDENTIFY ALL FRIENDLY UNITSTHROUGH WHOSE TACTICAL AREA OF RESPONSIBILITY THE CONVOY WILL PASS
- SELECT POSSIBLE LOCATIONS FOR CHECKPOINTS OR CONFIRM THOSE ALREADY ESTABLISHED
- NOTE CONDITION OF ROADBED AND ANY BRIDGES
- IDENTIFY PLACES WHERE TRAFFIC CONTROL POINTS (TCP'S) WILL BE NEEDED

# VEHICLE PLACEMENT

- THE PLACEMENT OF VEHICLES IN THE CONVOY IS BASED ON THE NUMBER OF VEHICLES AVAILABLE
- ONE VEHICLE IS PLACED AT THE HEAD OF THE CONVOY, ONE AT THE REAR IN ORDER TO PLACE FIRES ON THE ENEMY
- REMAINING VEHICLES ARE LOCATED WHERE THEY CAN PROVIDE THE BEST SECURITY

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# SCOUT VEHICLE

- PRECEDES THE MAIN BODY OF THE CONVOY BY 3-5 MINUTES
- MAINTAIN RADIO CONTACT WITH SECURITY EVIDENCE
- WATCH FOR CONDITIONS THAT MAY AFFECT THE CONVOY'S SECURITY
- KEEP ASSIGNED DISTANCE FROM MAIN BODY

# LEAD VEHICLE

- MAINTAIN PACE (MARCH RATE) SET BY THE CONVOY COMMANDER
- PROVIDE SECURITY FOR LEAD ELEMENTS OF THE CONVOY
- IN THE EVENT OF SNIPER FIRE, RETURN FIRE
- MAINTAIN RADIO CONTACT WITH NCOIC OF SECURITY ELEMENT





# TRAIL VEHICLE

- PROVIDE SECURITY FOR REAR ELEMENTS OF CONVOY
- PROVIDE ASSISTANCE AND SECURITY FOR DISABLED VEHICLES OF CONVOY
- PROVIDE FIRE SUPPORT IN EVENT OF AMBUSH OR SNIPER ACTIVITY
- MAINTAIN RADIO CONTACT WITH NCOIC OF SECURITY ELEMENT

# COORDINATION WITH CONVOY COMMANDER

- ORGANIZATION OF CONVOY
- ACTION TO TAKE ON CONTACT WITH THE ENEMY
- PRIMARY & ALTERNATIVE FREQUENCIES AND CALL SIGNS
- TIME TABLES FOR MOVEMENT
- SUPPORTING FIRES
- PRIMARY AND ALTERNATIVE ROUTES
- LOCATION OF SECURITY FORCE
- TIME & PLACE WHERE MP SUPPORT BEGINS & ENDS
- SECURITY MEASURES USED AT HALTS AND REST STOPS



# VEHICLE PREPARATION

MAINTENANCE

ASSEMBLY AREA INSPECTION

HARDENING  
OF  
VEHICLES

# METHODS OF CONVOY ESCORT



TRAVELLING



TRAVELLING  
OVERWATCH



BOUNDING  
OVERWATCH



# TRAVELLING

- USED FOR ROUTINE CONVOY OPNS
- TAKES A MINIMUM OF TWO TEAMS
- SECURITY VEHICLES PLACED AT THE FRONT AND THE REAR OF THE CONVOY
- LEAD VEHICLE SETS THE PACE & THE TRAIL VEHICLE PREVENTS STRAGGLING VEHICLES

# TRAVELLING OVERWATCH

- GUIDE VEHICLE MOVES TO A LOCATION AND THEN WAITS FOR THE CONVOY TO CATCH UP TO HIS LOCATION, THEN SPEEDS AHEAD OF THE CONVOY TO MOVE TO THE NEXT POINT

# **BOUNDING OVERWATCH**

- SIMILAR TO TRAVELLING OVERWATCH EXCEPT LEAD VEHICLE ESTABLISHES ITSELF IN A GOOD OVERWATCH POSITION, TRAILING SECURITY VEHICLE ASSUMES LEAD WHILE OVERWATCHING VEHICLE PROVIDES SECURITY
- PROCESS REPEATS AS NEW LEAD BECOMES THE NEXT OVERWATCH VEHICLE

# ESCORT BRIEFING

- THE SECURITY ELEMENT LEADER BRIEFS THE CONVOY PERSONNEL AND HIS MP TEAMS ON THE FOLLOWING AREAS:
  - MISSION
  - ENEMY SITUATION
  - ACTIONS TO TAKE UPON ENEMY ATTACK





# MAJOR PROBLEMS

- SNIPERS
- AMBUSH
- ROADBLOCKS
- ROAD DAMAGE
- ARTILLERY OR AIR ATTACK
- VEHICLE BREAKDOWNS

# SNIPER FIRE

- SNIPER FIRE MAY BE USED TO SLOW THE CONVOY PRIOR TO AN AMBUSH
- BEST DEFENSE AGAINST AN AMBUSH IS TO KEEP MOVING
- FIRE IAW SOP
- ALERT PERSONNEL TO THE SNIPER

# AMBUSH OF CONVOY

- IF THE AMBUSH IS DETECTED BEFORE ANY VEHICLE ENTERS THE KILL ZONE, THE CONVOY SHOULD:
  - HALT
  - SET UP SECURITY
  - CALL FOR RESPONSE FORCE
  - NOTIFY UNITS OPERATING IN THE AREA
  - TAKE ANOTHER ROUTE IF POSSIBLE

# **AMBUSH OF CONVOY (IF ROAD IS BLOCKED)**

- NCOIC NOTIFIES THE CONVOY RESPONSE FORCE
- TROOPS DISMOUNT, TAKE COVER, AND DIRECT MAXIMUM FIRE ON THE ENEMY POSITION
- TROOPS FROM VEHICLES THAT ARE NOT IN THE KILL ZONE DISMOUNT AND SET UP SUPPORT BY FIRE TO SUPPRESS ENEMY
- SECURITY UNIT LEADER ASSESSES THE SITUATION AND DIRECTS THE CONVOY SECURITY ELEMENTS ON HOW TO DEFEAT ENEMY

# **AMBUSH OF CONVOY (ROAD IS NOT BLOCKED)**

- VEHICLES THAT HAVE CLEARED THE KILL ZONE CONTINUE THE MISSION
- VEHICLES IN THE KILL ZONE DRIVE OUT
- TROOPS IN A DISABLED VEHICLE THAT CAN'T MOVE DISMOUNT AND RETURN FIRE
- PICK UP TROOPS FROM DISABLED VEHICLES
- SECURITY FORCE LAYS DOWN SUPPRESSIVE FIRE



# **ROAD DAMAGE & VEHICLE BREAKDOWN**

- ALTERNATE ROUTES
- PREPLANNED
- RECOVERY

# **ARTILLERY ATTACK OR AIR ATTACK**

- ARTILLERY ATTACK-- ALL VEHICLES SHOULD CONTINUE FORWARD AS QUICKLY AS POSSIBLE TO CLEAR THE AREA
- AIR ATTACK-- ALL VEHICLES SHOULD DISPERSE OR ATTEMPT TO FIND COVER

# QUESTIONS?

